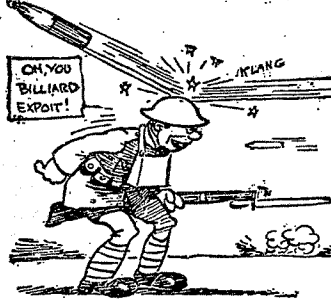


## BOMB, SHELL AND SHRAPNEL

-By WALLGREN



AFTER THE EXPLOSION



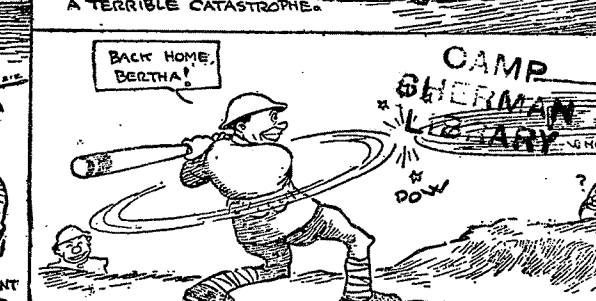
SHELL DEFLECTING—A GOOD TRICK, FOR A MAN WITH A QUICK EYE



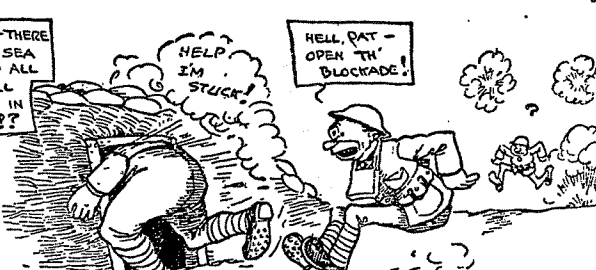
WHAT MADE SERGEANT STRIPES SO ALLURED SORE ON THE FRITZIES



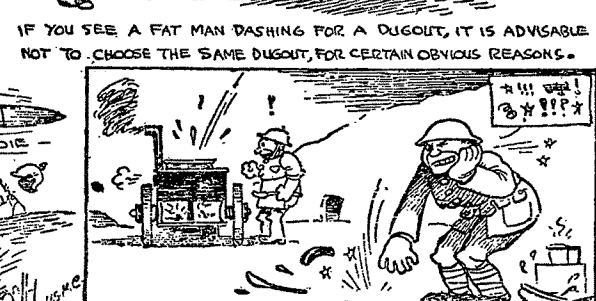
A TERRIBLE CATASTROPHE



A GOOD COMBINATION, BASEBALL-BOOMERANGS—BUSINESS AND PLEASURE



IF YOU SEE A FAT MAN DASHING FOR A DUGOUT, IT IS ADVISABLE NOT TO CHOOSE THE SAME DUGOUT, FOR CERTAIN OBVIOUS REASONS



WHEN THE LARGE CHUNK OF DEEF LARRY FOUND IN HIS SLUM TURNED OUT TO BE A BIT OF SHRAPNEL

## HELPFUL HINTS.



NEVER STOP A SHELL WITH YOUR HANDS UNLESS YOUR FEET ARE SECURELY CLAMPED TO SOME STATIONARY OBJECT—OTHERWISE YOU WILL ACCOMPANY THE SHELL WITH SUDDEN AND SPONTANEOUS RAPIDITY, IN A DIRECTION CONTRARY TO YOUR WISHES; AND AS THIS HAS SOME APPEARANCES OF RETREATING, IT IS CONSIDERED VERY BAD FORM.

NO TRAIN TRAVEL  
SAVE ON BUSINESSA.E.F. Must Not Block  
Railroads During Its  
Spare Time

## TO CHECK HUN'S AGENTS

New Road Rules Also Laid Down  
for Army's Truck  
Smashers

You guys that like to travel! You guys that have to travel, whether you want to or not! You motorbike propellers, ambulance drivers, truck engineers, and plain chummers. Lay down the top of the car or (jambing) for these travel orders: gather round and listen to the plaint of the poor A.P.M. and his merry men.

Here's the latest orders about train travel—no such travel on passes hereafter. Get that? No train travel except on official business or on the weekly leave—in case you belong to an outfit that is lucky enough to have any time off at the end of the week. These are the reasons for that order.

On Saturday and Sunday, all the divisions (if it's one of the divisions that has spare time during training) wants to travel. This so disrupts the trains passing through the divisional area that it seriously interrupts movement of troops. In some cases men have actually taken possession of trains, and the entire schedule for the railroad has been broken up. That, you can see, can't very well go on. Hence the order.

## Show Your Papers

Another thing: If you are traveling, on business or on leave, show your passes or identity papers at the control posts established to look after them. That's what the control posts are there for. They've got to do that work not only to stop A.W.O.L. men but—what is far more important—to stop Hun agents who may be masquerading in Uncle Sam's togs.

A man, in any divisional area, who wishes to leave his local town or encampment, must have a pass. To leave the divisional area, he must have an order or pass, plus an identity card. Every time he travels without these papers he makes it so much the easier for a Hun agent to do the same.

Every man who arrives at a town without having his papers properly checked simply makes it harder for the M.P.s to pick the man whose papers are improper—or the Hun whose papers are forged—from the mass of officers, soldiers, Y.M.C.A. and Red Cross workers and others. What is more, the authorities checking all these people are so constantly handling men with incomplete papers, or no papers at all, that they are sure to become careless in time. So look your papers over when you get them; have them checked up when you land at your destination, and be sure about them all the time.

## It Helps Spies

"Absenteeism," improper papers, evasion of M.P. posts on checking papers—all are "poor stuff." They directly aid Hun spies and propagandists in circulating through the American Army Zone. So have a care.

A word, next, to you truck drivers and chauffeurs. Don't hand out any more free rides. Yes, we know it's hard to refuse people, but if the person you pick up hasn't proper identification papers, you're running the chance that he—or she—is a spy.

When you give a person a lift, you are thereby vouching to the public that you are carrying a man or a woman who is O.K. You pass the M.P. on the corner; he knows you, from having seen you go by so many times, and assumes that your fellow traveler is all right. Your fellow traveler may be all right for German purposes. And, riding around with you, he—or she—can see an awful lot that would suit German purposes, but if the person you pick up hasn't proper identification papers, you're running the chance that he—or she—is a spy.

Chauffeurs and motorbike drivers, in particular, but all people who use cars—get this: Have a pink pass. Fill out the back of it. Have your identity book with your picture in it, always with you, and have it stamped. If you are traveling outside of the area assigned to your command, have an order with you, and have it stamped with the office stamp. If the office has no stamp, go to the local A. P. M. and have him stamp it. Never much as budget your motor without the proper papers. Think how much a spy might see in one day if he had a free ride with a high powered car or motorcycle!

## Traffic and Speed Rules

Of course, you all hate traffic rules; but traffic rules are necessary. Think of that block that occurred during the first Somme push, when a road wide enough to accommodate four trucks abreast was blocked for 15 miles—and not a wheel turned for 18 hours! And on that road

was the chow and ammunition for an Army.

Men caused that block by pulling out of line and coming abreast of two other trucks traveling in the same direction. Thus four trucks were stretched across a road going one way, and not four going the other way. In 15 minutes the block had moved back a mile in each direction. In one hour there was a 14 mile block.

Finally—on speed. Speed means repairs. Repairs mean cars off the road when cars are needed. And cars are often needed in a hurry.

Better paste these speed limits, laid down by G.H.Q., in your hat. They are generous, so live up to them. By saving cars and gas, you will do no small part toward ending up the war the way it ought to end. So here:

Type of Vehicle	Miles per hour. In towns. Out of towns.
Trucks of more than 4 ton capacity	8 .. 12
Ambulances	10 .. 14
Light delivery cars (ton or less Ford, Dodge)	10 .. 20
Small passenger cars (Ford and Dodge type)	10 .. 25
Motorcycles (solo)	10 .. 35
Motorcycles with side-cars	10 .. 30
Heavy passenger vehicles (Cadillac, Packard, etc.)	10 .. 35

YANKEE PRISONER  
OUTWITS CAPTORSSlays Two Germans and Is  
Himself Struck as He  
Enters Dugout

Through no fault of his own, Pvt. P. J. Crosby, A.E.F., was taken prisoner in the course of a German raid on one sector northwest of Toul and carried away toward the enemy trenches by a German captain and private.

Suddenly, down came the American barrage, designed to cut off the raiders from their return. The two Germans flung for their lives. One fell to the ground, with Pvt. Crosby to one side of them, to wait for the American fire to let up.

As he struck the ground, Crosby's hand came in contact with a steel rod. Gripping it, he jumped to his feet, dealt the German captain a swinging blow on the head, and killed him. He disposed of the private in the same fashion.

Thus freed, he made his way back to our lines, full of that pleasant glow which comes from a good job well done and a nasty experience well escaped. But just as he reached the door of a dugout—within one step of safety—a Hun shell came whizzing over his head and struck him dead the same night.

FREE ADVICE FOR  
LOVELORN LADS

By MISS INFORMATION  
Conducted for Suffering Doughboys Far Removed from Their Affiliates

T.T.—You say complaints that you haven't written to her in a long time. Well, you haven't, have you? What are you going to do about it?

R.F.S.—So her kid brother is coming over here and she wants you to look out for him? Write to her at once and politely but firmly decline the offer. To oblige with, he'll be ditched, sidetracked, the British somewhere near Belgium while you're fighting with the French somewhere near Switzerland, or vice versa. And in the second place, anybody's kid brother is always an awful nuisance. No matter if it busts your chances with her, lay off him!

F.D.—No, never send her a letter in a blue envelope if you want it to get to her in any reasonable time. Blue envelopes have to go through a lot of red tape before they finally get down the line to the ports and from there across. Better run the risk of having the Lot who does your censoring know all about everything than keep her waiting for a letter. The Lot will probably forget it, anyway; that's what lieutenants are for.

W.B.Y.—Don't indulge in too many promises about the things you'll bring back to her. You know how much regard your billet mates have for property rights, and you know how things get lost in the Army quicker than anywhere else. Remember that kit bag your squad lost overboard on the transport? Well, the same thing might happen going back, now, mightn't it? Take the tip and lay off the promises stuff!

S.D.L.—Don't fill your letters to her too full of praise for the lieutenant who does your censoring. She's sure to be able to scare up a girl friend who knows him, and will then start thinking about him, and then, the first thing you know, you'll be ditched, sidetracked, scrapped, salvaged, ordered to the rear and replaced. What the hell chance of competition have you got up against a Sam Browne?

Twinkle, twinkle, little star,  
How I wonder what you are!  
Bang!  
Quick! Look on your belly, Sam.  
The thing's busted, by damn!

HORSES AND MULES  
NOT COOTIE NESTSAnimals Will Have to Go  
to Scratchville of  
Their Own

## NINE TREATED AT A TIME

Sulphur Soap and Vapor Baths Kill  
'em Dead—Meaning  
the Bugs

It had to come, and it has come—a Scratchville-for-horses-and-mules. It isn't by-the-sea at all. It's in the part of France that has a New England winter half the year and an Indian summer the rest of the year. And since the horses and mules can't very well scratch themselves, something has to be done for them.

The long-eared friends of man are subject to many, if not all, of the skin diseases of human kind in one form or another, as any cavalryman or field artilleryman will tell you—and then some. It takes a deal of patience and currying and brushing and everything else to keep them in good shape when they're normal. But when they're abnormally badly off—

That is where the big veterinary plant down at ——— in the Z. of A. comes into play.

You have read how the sulphur soap is applied, under the hot showers, to the trench-it victims at Scratchville-by-the-sea. Owing to the undisturbed fact that horses and mules cannot soap the middle of one another's backs, as they Scratchville human patients do, a different method has been devised. It is a much more aristocratic one—that of the vapor bath.

## Down Comes the Lever

A shed, with nine stalls, is erected on the veterinaries' grounds. Soon another of the same dimensions will be up and in full use. Into the shed, through the center door, the horses or mules are led, and there securely fastened in. Their voices and melancholy faces, shrouded by canvas veils that keep their ears and necks well covered, are the only things apparent from the outside.

At one end of the shed is the sulphur vapor generator. The sergeant in charge—who has handled horses all his life and knows what he does to 'em in consequence—comes down on the lever. Pshew! A little more pumping and the vapor is on, coursing through the closed up sheds and eddying about the flea-bitten and mange-ridden flanks of the mounts.

Whack! Black Beauty, who has gotten a whiff of the fumes despite the veil over her classic brow, kicks out mania, but to no effect. She may knock a stray board out of the rear or front of the shed, but she'll never get out. The reinforced wainscoting, if you might call it that, will be too much for her; and, anyway, there are eight fellow sufferers in the adjoining stalls who wouldn't take an attempted escape in good part at all.

So the nine stand there, stamping, chafing a bit, gazing with big mournful eyes at the Sulphur Sergeant, as if to say, "How could you?" When that fails to have any effect, the animals just settle down to a real good soak, looking very disgusted and detached the while. After about 15 or 20 minutes, they begin to look really content, for the sulphur has so seeped into their carcasses by that time that they are in a fair way to lose that prickly-heat feeling.

## Ready for the Next Batch

But it is right after the conclusion of the 15 or 20 minute period that the Sulphur Sergeant gives the order to take them out of there, police the stalls, and put in a new batch. Rather reluctantly, with the exception of a few of the cantankerous old timers who went into Mexico in 1916 and have been sore ever since, the nine walk out, and are let out on picket lines or stables, blanketed, and made to feel at home again. And another nine steps in, until the day's work is over—time out, of course, being allowed for mess to both veterinarians and horses.

## Another innovation they have down

at Scratchville is known as the horse dip, a sort of a combination of the shoot-the-clute and a swimming plunge.

It is a long, narrow trough of stone in a big stable, at one end of which the horse is introduced and, stepping off, is plunged into a mixture of acids and things that is good for what ails the equine pet. The thing is so deep that the horse can't touch bottom, but is held up on either side by ropes and chains while he is going through, and, incidentally, going through the motions of swimming.

After the veterinary lads at ——— get through with a steady stream of steel, said steel has no license to have any kind of infection left. If he has, he's a mighty ungrateful and hard-headed specimen.

## THE DIFFERENCE

10 per cent tip: "Merci."  
15 per cent tip: "Merci, m'sieur."  
20 per cent tip: "Merci, bien."  
25 per cent tip: "Merci bien, m'sieur."  
30 per cent tip: "Merci beaucoup."  
35 per cent tip: "Merci beaucoup, m'sieur."  
40 per cent tip: "Je vous remercie beaucoup."  
50 per cent tip: "Ah! Je vous remercie beaucoup, m'sieur!"  
60 per cent tip: "Merci—merci—merci—merci!"

## HEARD IN HEADQUARTERS

1st Stenog: Say, Mac, what does O.I.C. stand for?  
2nd Stenog: "Officer in Charge," you bonehead.  
1st Stenog. (absent minded): Oh, I see.

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